

Intimations.

CHOICE AUSTRALIAN WINES
FROM THE CELEBRATED
COOLALTA VINEYARDS,
NEW SOUTH WALES.

THE COOLALTA WINES which we are introducing here for the first time give an exceptional opportunity to Wine Connoisseurs to sample really HIGH CLASS AUSTRALIAN WINES of low alcoholic strength.

COOLALTA WINES cannot be surpassed for their absolute Purity, High and Even Quality, Bouquet, and soft delicate flavor; and being the natural product of the grape, they are specially recommended by the Medical Faculty of New South Wales.

COOLALTA WINES have obtained the HIGHEST AWARDS at all the principal International Exhibitions of the World.

A careful Analysis of the Wines was recently made by the Government of New South Wales. They were found to be PERFECTLY PURE, SOUND and THOROUGHLY FERMENTED.

SAMPLES may be had FREE on application to

Messrs. CALDBECK, MACGREGOR & Co.,
Sole Agents for Hongkong.

Hongkong, 25th February, 1897. [245]

THE
NAGASAKI HOTEL,
LIMITED.

CAPITAL £130,000

LOCAL CURRENCY.

(Payable in full in Nagasaki)

DIVIDED INTO 1,000 SHARES OF

100 DOLLARS EACH.

Directors:

F. RINGER, Esq., (Messrs. Holmes, Ringer & Co.)

(Chairman of Directors)

F. G. STONE, Esq., (China & Japan Trading Co.)

M. GINSBURG, Esq., (Ginsburg & Co.)

D. ROBERTSON, Esq.

M. E. PAUL, Esq., M.D.

Bankers:

THE HONGKONG AND SHANGHAI

BANKING CORPORATION.

Secretaries (pro tem.):

Messrs. HOLME, RINGER & Co.,

NAGASAKI.

Prospectuses and Forms of Application may

be obtained from the HONGKONG & SHANGHAI

BANKING CORPORATION at HONGKONG.

Share List for Hongkong will CLOSE March

15th, 1897.

Nagasaki, 15th February, 1897. [245]

Intimations.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ENERGIA" will sail at Noon on the 26th February, 1897.

S.S. "STRATHLEVEN" will sail about 7th

March, 1897.

S.S. "MACDUFF" will sail about 22nd

March, 1897.

For Freight or Passage, apply to

DODWELL, CARILL & Co.,

Agents.

Hongkong, 25th February, 1897. [250]

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Steamship

"THALES" will be despatched for the

above Ports on SUNDAY, the 28th instant, at

Daylight.

For Freight or Passage, apply to

DOUGLAS LAFAIK & Co.,

General Managers.

Hongkong, 25th February, 1897. [250]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Company's Steamship

"KUTSANG" will be despatched for the

above Ports on TUESDAY, the 2nd March, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 25th February, 1897. [250]

FOR KOBE (DIRECT).

THE Steamship

"TOYO MARU" will be despatched for the

above Port on FRIDAY, the 5th March, at

Noon.

For Freight or Passage, apply to

DODWELL, CARILL & Co.,

Agents.

Hongkong, 25th February, 1897. [250]

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bill of Lading issued for BATAVIA,

PERMAN GULF, CONTINENTAL and

AMERICAN PORTS).

THE Steamship

"ROHILLA" will be despatched for the

above Ports on FRIDAY, the 5th March,

at Noon.

For Freight or Passage, apply to

DODWELL, CARILL & Co.,

Agents.

Hongkong, 25th February, 1897. [250]

For further Particulars, apply to

H. A. RITCHIE,

Superintendent.

Hongkong, 25th February, 1897. [250]

To-day's

Advertisements.

HONGKONG AND WHAMPOA DOCK

COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are

requested to send in a STATEMENT of

BUSINESS CONTRIBUTED during the

Half-Year ended 31st December, 1896, on or

before the 15th March; on which date the

ACCOUNTS will be CLOSED.

By Order of the Board of Directors,

THOS. I. ROSE,

Secretary.

Hongkong, 25th February, 1897. [250]

PRELIMINARY NOTICE.

GRAND

BALLOON ASCENT

AND

PARACHUTE DESCENT.

ON

SATURDAY, the 27th February,

AT 4 P.M.

By Professor J. W. PRICE,

THE WORLD'S CHAMPION AERONAUT.

FROM THE

HAPPY VALLEY, RACE COURSE.

GATES OPEN AT 3 P.M.

INFLATING BALLOON AT 3.30 P.M.

ASCENT AT 4 P.M. Sharp.

Hongkong, 25th February, 1897. [255]

Intimations.

DAKIN, CRICKSHANK &

COMPANY,

VICTORIA DISPENSARY,

HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are

made under the constant supervision of a duly

qualified English Chemist and will bear comparison

with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSERS and

other Large Consumers.

Any complaints should be addressed to the

Manager.

Hongkong, 30th January, 1897. [257]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG

TELEGRAPH" ARE MOST RESPECTFULLY

REMINDED THAT ALL SUBSCRIPTIONS

MUST BE PAID IN ADVANCE.

A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

WINE AND

SPIRITS.

ALL these are selected by our London House,

bought direct at first hand, imported in wood

and bottled by ourselves, thus saving all inter-

mediate profits, and enabling us to supply the

best goods at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on

Application.

FORT after removal should be rested a month

before use. When required for drinking at

once it should be ordered to be decanted at the

DISPENSARY before being sent out.

SHERRY.—Excellent Dinner and After Dinner

Wines of very superior Vintage. All are

true Xeres Wines.

CLARET.—Our Claret, including the lowest

Price, are guaranteed to be the genuine

product of the juice of the grape and are not

artificially made from raisins and curants,

as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be

pure COGNAC, the difference in price being

merely a question of age and vintage.

WHISKEY.—All our Whiskey is of excellent

quality and of greater age than most brands

in the market. The SCOTCH WHISKEY

marked "E" is universally popular, and is

pronounced by the best local connoisseurs

to be superior to any other brand in the

Hongkong market.

We only guarantee our Wines and Spirits

to be genuine when bought direct from us in the

Colony or from our authorized Agents at the

Coast Ports.

A. S. WATSON & CO., LD.,

THE HONGKONG DISPENSARY,

Hongkong, 15th February, 1897.

BIRTH.

At 4, Kichang Road, Shanghai, on the 15th

instant, the wife of W. BAMFORD CHESTERMAN, of

a son.

The Hongkong Telegraph

HONGKONG, THURSDAY, FEBRUARY 25, 1897.

RUSSIA, JAPAN, AND KOREA.

A Tokio Press despatch of the 17th

February states that the conference (we

think that the word negotiations should

be substituted for conference) between the

Japanese and Russian Governments in re-

gard to the question of the publication of

the Russo-Japanese Convention respecting

Korean Affairs—referred to in Count

Orvix's speech in the Diet—is expected to

be concluded about the middle of March

next. From this statement, and in view of

the fact that nothing bearing on the

action of the two Governments in the

Hermit Kingdom would be

likely to be published in a country where

a strict censorship of the press is main-

tained if the slightest risk of punishment

were thereby incurred, it appears clear

that the reports current a few months ago

were founded on absolute facts, and that a

Convention was duly signed, sealed and

delivered shortly after the Japanese

withdrew their army of occupation

from Manchuria and the Liaotung Penin-

sula clearly defining the relative positions

of Japan and Russia in Korea. At the time

this important document was signed it was

hinted in some Japanese papers that the

conditions imposed on Japan by Russia

amounted to a most unfortunate surrender

of the rights acquired by Japan in Korea

at great expense in men and money—that

through the Convention Russia had

scored a great diplomatic success at the

expense of the Land of the Rising Sun.

It may be that these utterances of the

press were inspired by some person or

persons behind the scenes who dis-

approved of the policy of the then Minis-

ter of State for Foreign Affairs, and this,

combined with the "policy of surrender"

that resulted, and wisely resulted, in

the Japanese Government withdrawing

from Liaotung despite the vigorous pro-

tests of the leaders of the Opposition, may

have proved a leading factor of the down-

fall of the late Ministry. That seems prob-

able enough; but one thing is certain

and it is that several members in the Ja-

panese Diet have become possessed of a

copy of the text of the Convention, or are

at least well informed of the gist of it, for

they recently asked Count Orvix some

very pertinent questions on the subject in

the Diet, with the result that the distin-

guished Count, after evading a reply as

long as possible, a few days ago stated

that regarding the question concern-

ing the Convention between Russia and

Japan in Korea, he had asked the

consent of the other parties to its

publication and hoped to lay it

before the House shortly at a public

sitting as he did not consider there was

any necessity, as had been suggested, for

secrecy in the matter. What the gist

of that document is we think it should

not be difficult to guess. That Russia,

who has the custody of the King of Korea

SANITARY BOARD.

A meeting of the Sanitary Board was held this afternoon. Hon. F. A. Cooper (Director of Public Works) presided, and there were also present Hon. F. H. May (Captain Superintendent of Police), Dr. Ayres (Colonial Surgeon), Dr. F. H. Clark (Medical Officer of Health), Mr. N. J. Ede, and Mr. H. McCallum (Secretary).

MINUTES.

The minutes of the previous meeting were read and confirmed.

SMALL-POX AT HONGKONG.

The British Consul's report of small-pox at Hongkong showed that from January 11th to February 6th the new cases numbered 193 and the deaths 101.

THE PLAQUE AT DUMRAY.

The plaque returns from Bombay stated that, from January 6th to February 19th, there had been 1,038 cases and 807 deaths.

MORTALITY RETURNS.

The Hongkong Mortality Returns stated that the death rate per 1,000 for the week ended Feb. 13th had been 19.7 as against 20.7 for the corresponding week of last year. For the week ended Feb. 20th the death rate was 17.8 as against 20.7 for the same week in 1896.

SMALL-POX REPORT.

Dr. Francis Clark, Medical Officer of Health, submitted a report regarding the small-pox cases in the colony this year. With the exception of a case from H.M.S. *Centurion*, all the European cases were imported, and the Chinese cases were imported from the Chinese coast. In the Chinese cases information often could not be obtained owing to friends of the patients desiring them when they knew they were attacked. Dr. Clark reported that 24 Health Districts, where most of the Chinese cases occurred, were visited from house to house by the Sanitary Inspectors, and he recommended that the Western District be extended to High St. on the Eastern side, on the South to the Eastern boundary, and to Island St. on the Western side. Practically 100 cases of small-pox had been reported during the year.

TIENTSIN NOTES.

(From our Correspondent.)

Tientsin, January 30th.

Yesterday an "express" was issued by the Imperial Railways of North China. It was a rail ticket for the Lu-kou-shiao extension, as follows:

The Director-General invites tenders for the supply of 10,000 tons of steel "Sandberg" type rails of 8 1/2 lbs. per Eng. lb. yard, and fastenings in addition.

Specifications and forms for tendering can be procured at Railway Head Office.

Sealed tenders, marked outside "Tender for Rails," and addressed to Director-General, Tientsin, must be sent in not later than 2 p.m. on the 5th of the 3rd month (April 7th, 1897).

Tenders can only be accepted on special forms as provided by this office.

Delivery may be made any time during the open season of 1897 or not later than May, 1898, and payment will be made to date after complete delivery of each shipment. For two different periods of delivery, separate quotations are required. Quotations must be in Kwong-ping T'ele, laid down on the Tientsin Wharf.

The Director-General does not undertake to accept the lowest or any tender and is not responsible for any expenses incurred by intending contractors in obtaining the quotations, etc.

NEW RAILWAY MANAGERS.

Another "express" was issued from the Tientsin office of the Imperial Chinese Railway Administration, as follows:

Notice is hereby given that their Excellencies Wang Wen-shan, Viceroy of Chihli, and Sheng Hsueh-shan, Director-General of Railways, have received an Imperial Decree appointing the management of the Imperial Railways of North China to be taken over by the Imperial Chinese Railway Administration on the 1st day, 1st moon, 23rd year K.S. (and February, 1897).

Their Excellencies have appointed co-acting Tientsin Customs Tao-tai Wong Kien-yuan and Executive Tao-tai Chang Tsen-che as Directors.

Messrs Wang and Chang are manager and assistant manager of the C.M.S.N. Co. here. Sheng is getting all his own funds in, as will be seen.

About three inches of snow fell again last night, which is looked upon as a good sign for next Chinese year.

February 3rd.

Our German firms here did plenty of business and made plenty of money last year, I am told. The Directors of the Imperial Railways of North China have issued the following notice:

On the 25th instant the Directors had the honour of receiving from H.E. Wang, the Viceroy of Chihli, the following despatch:

"I have memorialized the Throne to transfer the management of the Tientsin-Shanghai-Kowloon Railway to the Lukuchiao-Hankow Railway Company and received on the 20th of the 1st moon current H.M. Majesty's receipt, 'Granted.' In accordance therewith, the Lu-Han Railway Company will deposit officials to take over the management of the line.

"I, in company with H.E. Chang, the Viceroy of Hukang, and H.E. Sheng, Vice-Minister of the Sacred Court, have now appointed Tao-tai Wang Kien-yuan and Tao-tai Chang Chun-chi as Directors of this line of railway.

"The accounts of the different departments and workhouses shall all be closed at the end of this 22nd year of Kwang Hui, and from the 1st of 1st moon, 23rd year, they shall be managed by the Lu-Han Railway Company.

"You should then begin to hand over to Tao-tai Wang and Chang the archives, books, stations and workshop property and stores. All previous accounts shall also be made up as soon as possible."

In obedience to above instructions, the Directors shall hand over the management of the Tientsin-Shanghai-Kowloon Railway on the date named, and notice is hereby given that after that date all accounts, invoices for goods which have not yet arrived, and other documents will be sent to the Lu-Han Railway Company.

Herr Deising is still with us, and he is credited with causing the changes in the Railway Department.—*Mercury*.

ROYAL HONGKONG YACHT CLUB.

The following is the handicap for a race to be sailed on the 11th inst., for two prizes, presented by Mr. J. Hastings and Mr. A. Denison. Course from the Police Pier to Kowloon Point, round Stonecutters Island, leaving it to port, round a rock about a mile south-west of Kowloon, leaving it to port, back round Stonecutters Island again, leaving it to starboard, and finishing off the Police Pier; distance, about 17 miles.

HANDICAP.

Maif Mariah, Phoebe, Erica, Sybil, and Chandler allow

Active, Meteor, and Princess 4 minutes, Dart, 12 minutes, Parnet, 14 minutes, Ladybird and Elia, 17 minutes, Alder, Ellen, and Seabreeze, 20 minutes, Shaggy, 25 minutes.

MOURNED NOTES.

(From our Correspondent.)

MEXICO, January 18th.

A cold blast in the autumn, when the grain was fully formed but still green, rubbed the best grain out so thoroughly that over all the country there has been barely a half crop. Grain is therefore dear, almost double the normal price. Fuel is expensive, though but slightly above the ordinary rate. For the poor the winter up to the present has been very mild; now, however, we have our under-zero temperature and the poor must suffer.

The restlessness of men's minds is indicated by the endless rumors about Russia, French, and English movements in Manchuria. The stories, however wild, always show fear. They fear the Russians, but they hate them. They respect and the hate are the result of the very different conduct towards the Chinese of two nationalities. One extraordinary story from the Yankia some time ago was that Russia had planted flags along the railway route to Kirin from the east, had wanted all Chinese farmers that if they remained they would have to pay half of the products of the soil as tax; fifteen more to go they would have a fair price given them for their land. It is not at all unlikely that the Russians have taken possession of the small corner of N.W. Manchuria, or rather of Taitshir, for their railway, and that this being spoken of became in running south ever more and more formidable. An equally incredible story was credited here and declared to have come by telegraph to the effect that Russia and Japan were at war, the first battle four Japanese were killed, and in the second battle a large number of Russian soldiers were slain. These and many similar stories serve the purpose of pointing out the political uncertainties of the hour. The fact that we have a very aged Governor-General who to civil government is no improvement on our last, whose remedies have been much persecuted, does not tend to allay the mental agitation of the country. The unscrupulous, whether official or private, take advantage of the trouble of war to fish for themselves. Manchuria is well worth one of the strongest of the great powers, and would do well to adopt a definite policy and would do so for some time back.—*N. C. Daily News*.

THE SHANGHAI-WOOSUNG LINE.

AN IMPORTANT SECTION OF THE IMPERIAL CHINESE RAILWAYS ABOUT TO BE COMMENCED.

"Shanghai and Soochow" has an unfamiliar ring about it, smacking more of any other land but China, yet it would seem that some such cry will shortly be heard by travellers in this region. The hissing, screeching engine, the clang of the bell, bang of carriage doors, and shrill pipe of the guard's whistle will all be part of the "S. & S. Down," as it is known out of the Shanghai terminus and speeds over the level stretch of country between here and the Peking of China. For the present, however, it will be "This way for the Woosung train," and once again the aggressive metal devil will connect Shanghai with the village guarding the mouth of the Whangpoo. Of course, the knowing ones will wag their heads as they have done any time this twenty or thirty years, and believe it when they see it, predicting a network of Chinese railways somewhere about the Greek Kalends—any one can prophesy after the event. True, there has been an overmuch blowing of railway trumpets, and conjectures have been squabbling over concessions which were never thought of being granted. Some have packed their carpet-bags and gone off disgusted, shaking the dust of China from their shoes; others remain more or less sustained by an expectancy worthy of Micawber. Yet all this time right under our noses, as it were, is a veritable railway already emerging from the tape and chain, and consequently a representative of the *Mercury* has been making inquiries in reliable quarters with the result that some details of railway construction in and around Shanghai have been obtained which may probably prove of more than mere local interest.

It may be well, perhaps, to give a brief account of the old line in order that the past and the present may be looked together, and conclusions formed by those who find the Westernization of China an attractive study.

THE OLD LINE.

In the first place, the following advertisement was to be seen in the local newspapers between June and July, 1866:

WOOSUNG ROAD CO., LD.
ON AND AFTER JULY 2ND, 1866,
UNTIL FURTHER NOTICE,
TRAINS WILL RUN ON THIS LINE
BETWEEN
SHANGHAI AND KANGWAN
as under.

Then follow the time table, showing six trains a day, and also the passenger tariff, which was:

First-class 50 cents; second, 30 cents, or 25 cents; third, 120 cash or 6 for \$1. In those days the \$1 exchanged for 1,200 cash, to-day 1,000 cash, or 100 cents. There was an emphatic stipulation that "good cash" was demanded," and, while children under ten enjoyed the privilege of half fares, dogs luxuriated at a modest 10 cents, and could go any distance at all.

There were some then who were sanguine enough to believe that the line would "prove to be the parent of the system fostered in the map of Sir Macdonald Stephenson, in 1864, when even the Woosung Railway was not thought of, when (as now) the mere mention of the future introduction of steam locomotion was treated as a myth." However, on June 30th, 1875, the four-and-a-quarter miles of railway between Shanghai and Kangwan was officially opened and at 5.30 p.m. all the rolling-stock was pressed into the function and some 164 invited passengers journeyed to the then terminus of the line, Mr. G. J. Morrison, the Superintendent Engineer, gave the signal and the "Celestial Empire," as the locomotive was called, steamed out into the open country at a speed of 15 miles an hour. On the run to the end of the line the iron dragon caused but little surprise to the country folk, who just looked on from their work in the fields very much as any cattle case browsing in the English meadows when an express thundered out from a tunnel. At the end of the journey champagne was at the most indispensable accompaniment to all great undertakings the world over—flowed freely, and when three cheers were called for the *Englebert* and Messrs. Jackson, Morrison, why, of course, they were ungrudgingly given. They always are. The next day there were five trips to Kangwan, when the trains were packed, and squabbles ensued which afterwards became much more serious. When the line was officially declared open, a cable went to London announcing the fact. The line was merely an experimental one, constructed with a view to something better following, when the native mind had grown thoroughly accustomed to railways. It was but a toy as compared with the intended new line, and resembled the Port Macdonnell line, or as it is better known the Festiniog Railway of North Wales, for the gauge was only 4 ft. 6 in. The earthwork was then finished, and the stations built at Woosung on the Creek and at the Signal Station. Seven miles of rails were then laid, and the 50 engines 10 were delivered. The weight

of the engines was 9 tons, and each engine carried sufficient coal and water to run to Woosung and back. The carriages were well built and comfortably fitted, and were five feet wide, accommodating twenty first-class passengers and twenty-four second and third; but since then the standard has been raised very much. The total length of the line was nine-and-a-quarter miles. After the principal part of the road had been executed, a contract was let to Mr. Dixon, of London, for the completion of the line, and the supply of materials and rolling stock, and this was carried out under the direction of Mr. Morrison.

THE LITTLE RAILWAY SEEMED to be the harbinger of a new era, rather than the first of the benefits of Western civilization. First, it started on one occasion four minutes too soon. Then "Justice," or "Disgraced," or "Constant Subscriber," or somebody, who was left behind, added his quota to bring down the grey hairs of some one else with editorial sorrow to the grave. The engineer, of course, wrote to the papers also. Then there were troubles about a fence, and rules and regulations were framed to meet such objections. It seemed to be nothing in these days to stop the engine by piling of obstructions on the line, drag the driver out of his cab and give him a good knocking. On one occasion two foreigners went to inspect the telegraph lines and got besieged in the station, which was surrounded by a howling mob of natives. Stones were hurled at their heads and blood flowed copiously from their wounds, revolvers were used, and how the foreigners got out of the trouble they scarcely know. The station officials were assaulted, the furniture was destroyed, and a perfect wreck was made of the small office. The Chinese were then duly informed of the matter. What the result was does not seem very clear, but the riots did not cease. The line was duly completed to Woosung—30 ft., or about 10 miles—and more trouble arose. It was closed, and reopened in December of the same year. The novelty had evidently worn off; and, as is often the way with Chinese, curiosity begot fear, and fear fanaticism, and fanaticism violence. The most curious to the Western mind were those found Mexican dollars in the track and get run over. The driver of the engine, who was a case was ordered to enter into his own pocket a \$100 and find out for a like amount "not to do it again." On December 4th great heaps of ballast were piled on the line, and, had they been available, doubtless heavier obstacles would also have been piled up; as it was attempts were made to prize the rails from the sleepers and practically destroy the line. It was not considered safe to run trains in the dark and accordingly they were discontinued after sunset. It was a terrible piece of business from the start so far as the natives were concerned, and the punctuality of the service was liable to be fairly on account of the driver occasionally having to alight and kick some one who had suicide off the track. After tardy negotiations with officials and the purchase of the line for \$1,285,000 by the Chinese Government, it was closed, the rails pulled up, and, together with the rolling-stock, bundled down to Formosa to rust and rot away on the beach. This step does not appear to have been taken as much from superstitious fears from personal and domestic motives. When Sir Thomas Wade went to interview Li Hung-chang in connection with the railway, the wily Viceroy drew a red herring over the scent by asking about the railway, evidently wishing to purchase it himself. This gave umbrage to the Viceroy of Nanking, who saw through the whole business, and was especially displeased when he learned that one of the engines had been named Viceroy, or Tungshu—which characters were obliterated from the engine within half-an-hour of the transfer to the Chinese. The Viceroy of Nanking was Li Hung-chang. This railway was too fertile a source of disturbance for the officials to deal with and was evidently regarded as involving too many Anglo-Chinese communications.

THE NEW LINE.

The new line is to be called the Sungwu Railway, and only awaits the completion of certain negotiations for purchase of land in the neighbourhood of Woosung. These are expected to be concluded in a few weeks, when it is understood the first road will be turned; and already tenders have been invited for excavators, tools, such as picks, shovels, etc. Tenders are also called for the supply of rolling-stock, and there really appears to be "no mistake about it this time." Work will commence from the Woosung end towards Shanghai, which is to be the terminus. The line will be almost a straight run from Woosung to Shanghai. This portion will be completed first, the Shanghai station being just outside the English Settlement at Siao. It will pass through Kangwan, practically on the old line. From this line there will be branches leading to freight traffic. These will be at Woosung, where wharves for the loading of ocean steamers and sailing ships are proposed to be built, so that cargo may be transferred direct from the ship's hold into trucks and taken to Shanghai. Another line will run eastward from Shanghai, pretty well parallel with the Yangtzeppoo Road, to about the Point. From this feeder-private line to cotton mills, flax-spinners or other manufacturers will be run if required, and the eastern track may be turned south in order to serve the lower Hongkong Wharves, if necessary. The proposed southern branch will pass the Racecourse and skirt the native city, the West Gate, where there will be a station; it will then continue to the East Gate, to the Kin-Jee-wharves, for shipping, and a branch will be run from the West Gate towards the South Barrier, and communicate with junk wharves, which are to be built along that portion of the river now being bought by the native authorities. The accommodation for passengers and goods traffic to be built on the Shanghai terminus is estimated to be sufficient to meet the requirements for the next 30 years. Here will be large spaces on both sides of the line, similar to some yards in England, let out to merchants for storing and receiving produce in transit, such as coal, cotton, and minerals generally. It is proposed to continue the line from Shanghai to Soochow, via Kiangsu, Wanga, Lokopang, Quidan, and ultimately to Nanking, via Chikiang. The track will be a single one for the present and the gauge 4 ft. 6 in. The English standard, which has been adopted for all the Imperial Chinese Railways. All present intentions show that the line connecting from Shanghai will form a very important section of the great Chinese system which has been so long a hatching but now really seems to be chipping the shell.

A DIFFICULTY.

One of the great hindrances to the work, the Chief of fact, has been the difficulty of securing land. Foreign owners, quick to see the benefits likely to arise from the line and the enhancement of the value of the land, have made but little objection to sell, at their prices, but of the natives, through whose property it is proposed to take it, have shown a most stubborn resistance to part with an inch of ground under unreasonable figures. Inherent over-reaching and speculation have become intensified in the Peking natives ever since the new line was mooted, and land which a year ago was gladly offered at \$50 per acre is now held firmly for \$100 or \$200. Many barriers of this kind will render the building of the line impossible. As for disturbing the graves, *Anglo-Siam* has anything apart from the plain and unadorned Mexican dollars, nothing enters into the calculation of the natives, and a satisfactory line at a

price to be fixed by arbitration is considered out of the question here. But an Edict has arrived, to be operative in a few days, by which the land will be expropriated by the Government as in Europe. There is little in the Chinese code by which similar action can be taken, and its Meo and Peking inflexibility is not to be shaken in a day or a generation.

THE NEW LINE WILL be laid with steel rails and steel sleepers (which the projectors state will probably be of manying manufacture), which latter have been found to be the most serviceable for similar types of country. The road-bed will be raised and ballasted with granite, with the customary drain on each side. All the country, as is very well known, is level as a billiard table, comparatively speaking, and presents no great engineering difficulties. Indeed, it is ascribed as a mere matter of "T" square and plan, in which differences only have been made with a view to traffic requirements. Twelve bridges will have to be built on the Woosung section, but the spans will in no case be formidable, none of the creeks or canals being beyond the average width.

ACCUMULATION.

There is another feature of a well equipped modern railway system which has not been overlooked, and that is its use for military or strategic purposes. The present arrangement for the Shanghai station will permit of a battalion of troops being discharged from one train at a time and marched out without confusion, while special provision will be made for fuel and water storage, the defects in which have seriously affected prompt mobilization. Arrangements for extension as need arises has been made on the plans of all the stations, and the Shanghai terminus will cover a very considerable area when passengers, goods, and storage accommodation are considered together.

There will be three classes of carriages throughout, and the passenger and freight tariff will, it is understood, be a low one.

DISASTERS.

The railway under notice is being directed by Mr. Tai-Eijuan, and Mr. H. Hildebrand, a German, the chief engineer, who has had considerable experience in China, and was formerly 17 years in the Public Works Department of Berlin; and both are under the direction of Sheng Tsung, Director-General of the Imperial Chinese Railways.

Special offices for the Department, situated in North Szechuen Road, are nearly complete, and, taken altogether, there is a strong element of certainty about the whole undertaking, which, in this instance, being entirely under Imperial control, may, perhaps, be stored clear of those innumerable obstructions which so sorely test the promoters of the pioneer line of China, the first Shanghai-Woosung Railway.—*Mercury*.

ROLEMICS A LA SIAMOIS.

(SCENE: A SIAMSE LAW COURT.)

"If there is any justification for the following 'take off' of the proceedings in the International Court at Bangkok, as published in the *Siam Free Press*, then the sooner the mode of procedure is amended the better will it be for all parties concerned."

Counsel for Plaintiff: I object to my learned friend pretending to sleep whilst I am addressing the Court. It is improper.

Counsel for Defence (indignantly): I was not sleeping. I am a weasel not to sleep; besides, I am fighting a case weasel.

C. F. D.: I am not a weasel.

C. F. P.: I am not a weasel.

C. F. D.: I am not a weasel.

C. F. P.: I am not a weasel.

C. F. D.: I am not a weasel.

C. F. P.: I am not a weasel.

C. F. D.: I am not a weasel.

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C. F. D.: I am not a weasel.

C. F. P.: I am not a weasel.

C. F. D.: I am not a weasel.

C. F. P.: I am not a weasel.

NOTANDA.

CALENDAR.

Meteorological means based on ten years' observations 1888.

Barometer 30.141

Thermometer 73.3

Humidity 79

Rainfall 1.76 inches.

TO-DAY.

Barometer 30.10

Thermometer 58

Humidity 89

Rainfall 0.01

Thursday, 25th February, 1897.

Chinese.—25th of 1st moon of 23rd year of Jewish.—25th Adar, 5557. [Kwong-shi Mohammedan.—25th Ramadan, 1314.]

Sun—Rises 6hr. 37min.

Sets 6hr. 59min.

High water—Afternoon 3hr. 31min.

Low water—none.

No inferior high or low water.

ANNIVERSARIES.

1723—Sir Christopher Wren, architect, died.

1841—Rewards for killing Englishmen offered by Lie.

1849—Captain de Conta and Lieutenant Dyer murdered at Weng-tai-hok, Hongkong.

1884—Frightful double murder in Square Street, Hongkong.

1896—Outbreak of bubonic plague in Hongkong.

TO-MORROW.

Friday, 26th February, 1897.

Chinese.—26th of 1st moon of 23rd year of Jewish.—26th Adar, 5557. [Kwong-shi Mohammedan.—26th Ramadan, 1314.]

Sun—Rises 6hr. 26min.

Sets 6hr. 50min.

Moon—Max. Declination South 6hr. 8m.

High water—Afternoon 3hr. 59min.

Low water—none.

No inferior high or low water.

ANNIVERSARIES.

1841—Bogue Fort, Canton, destroyed by Sir Gordon Bremer. A Chinese opium merchant executed, by order of the Viceroy of Canton, before the Fort.

1845—Alexander III, Emperor of Russia, born.

1862—Loss of H.M.S. *Birkenhead*.

1884—Hongkong Police hawk burnt.

1896—Marriage of the Emperor of China.

1896—Chinese troops lost a Colonel and 200 men in an engagement with Formosan natives.

THE P. & O. S. N. Co.'s steamer *Ceylon* left Singapore for this port on to-day.

THE Canadian Pacific Railway Co.'s steamer *Empress of India*, from Hongkong, arrived at Kobe at 9 p.m. on the 23rd inst., and left at 10.30 yesterday for Vancouver, B.C., via Yokohama.

SHIPPING RETURNS.

From 6 p.m. yesterday to 6 p.m. to-day.

ARRIVALS.

Taco Diederichsen steamer, from Haiphong

Hakum " " " " Swatow

American (Galle) " " Manila

Australian (Galle) " " Canton

Tacoma (Tacoma) 6th prox.

Tacoma (Tacoma) 6th prox.

English (Galle) 7th prox.

Intimations.

It is **WASTE OF TIME**
for us to "put" our preparations, as every maker's goods are "the best" in his own estimation.

PEACH-BLOSSOM SOAP
AND
CHAMPAGNE BITTERS,
are number ONE.

Proprietors,
Hongkong, 15th February, 1897.

WATKINS & CO.,

THE CLUB HOTEL,
5, BUND, YOKOHAMA.

HOTEL METROPOLE,
1, TSUKUJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of meeting either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager,
YOKOHAMA

L. DEWETTE, Manager,
TOKYO

DR. KNORR'S
ANTIPYRINE

patented
"LION BRAND."
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.
FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark)
SOLUBLE CASH-SILVER PREPARATION.
Used in Gonorrhoea in 1 to 2 per cent. solution possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.
It is requested that the directions on the boxes for mixing solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,
SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS!

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"HYDASPES."

FROM BOMBAY AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From Persian Gulf, 22 S.S. *Nurani* and *God.*
Goods not cleared by the 25th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here after which no Claims will be recognized.

H. A. RITCHIE,
Superintendent.

Hongkong, 20th February, 1897.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"KAISER-I-HIND."

FROM BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., 22 S.S. *Prinsess* and *Arctica.*
From Persian Gulf, 22 S.S. *Pachumba*, *Kilwa*, and *Hawry Delbow.*

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M. TO-DAY.

Goods not cleared by the 27th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE,
Superintendent.

Hongkong, 22nd February, 1897.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUTSANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon of the 25th inst., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 22nd February, 1897.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN (DIRECT).

THE Company's Steamship

"KWEIYANG."

Captain Osterbridge, will be despatched as above on SATURDAY, the 27th instant, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 22nd February, 1897.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"SUNGKIANG."

Captain C. B. N. Dodd, will be despatched as above on SATURDAY, the 27th instant, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 23rd February, 1897.

CHINA NAVIGATION COMPANY, LIMITED.

FOR LONDON AND CONTINENT.

THE Company's Steamship

"GLAMORGANSHIRE."

Captain Vyryan, will be despatched for the above Ports on SATURDAY, the 27th instant, at Noon.
This Steamer has good Accommodation for a few First-class Passengers and carries a Surgeon.
For Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 23rd February, 1897.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

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Hongkong, 23rd February, 1897.

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For Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 23rd February, 1897.

Mails.

Mails.

NORDEUTSCHER LOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG,
PORTS IN THE LEVANT,
BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND PASSENGERS AND LOGGERS.
N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prussia	Tuesday	2nd March
Sachsen	Tuesday	30th March
Bayern	Tuesday	27th April
Prinz Heinrich	Tuesday	15th May

ON TUESDAY, the 2nd day of March, 1897, at 4 A.M., the Company's Steamship "PRUSSIA," Captain P. Wettin, with PASSENGERS, SPECIE AND CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 27th Feb. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 1st March, and Parcels will be received at the Agency's Office until Noon on MONDAY, the 1st March. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board. For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 3rd February, 1897.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.
The attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.
Excellent accommodation. First-class Table, Doctor and Stewardess enroute.

HONGKONG TO NEW YORK \$350.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.
Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Tacoma	2,540	Tuesday	Mar. 2
Victoria	3,167	Tuesday	Mar. 23
Olympia	2,668	Tuesday	April 1
Brainerd	3,601	Tuesday	May 4

THE Steamship, "TACOMA,"
Captain T. A. Whitler, R.N.R., sailing at Noon, on TUESDAY, the 2nd March, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), via KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.

Hongkong, 24th February, 1897.

SAILING VESSELS.

FOR NEW YORK.

THE 3/4 A. L. I. American Ship
"BENJAMIN SEWELL,"
Sewall, Master, shortly expected from Shanghai, will load here and will be despatched by and of February.

For Freight, apply to
CARLOWITZ & Co.,
Hongkong, 6th January, 1897.

FOR SAN FRANCISCO.

THE 100 A. L. I. British Ship
"FALLS OF DEE,"
Lock, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.,
Hongkong, 4th February, 1897.

FOR SAN FRANCISCO.

THE American Ship
"COLOMA,"
Noyes, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.,
Hongkong, 10th February, 1897.

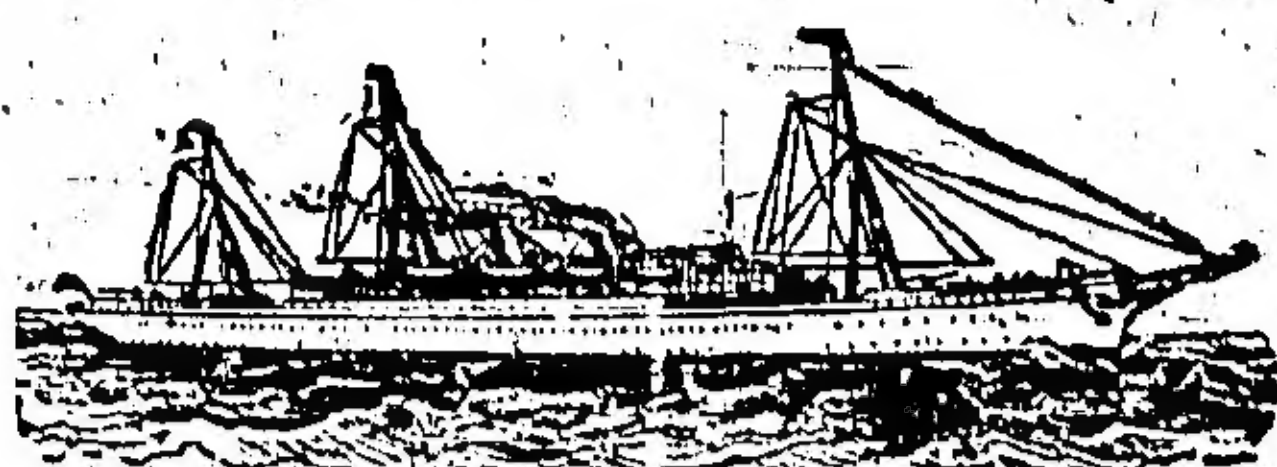
NOTICE.

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAIN, the AGENTS, nor the Owners will be RESPONSIBLE for any DEBT contracted by the Officers or members of the Crews of the following Vessels during their stay in Hongkong Harbour—
BULLMOUTH, Brit. str., Daries—Arnold, Karberg & Co.
JACOB CHRISTENSEN, Norw. str., Hansen—Melchers & Co.
JOHN R. KELLY, Amer. str., Chapman—Standard Oil Co.
MEMPHIS, Brit. str., McArthur—G. Livingston & Co.
SWAYLOW, Ger. str., Jespersen—Stammers & Co.

Printed and Published by CHEUNG DUNCAN, at No. 5, Prince's Street, in the City of Hongkong.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Two Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 17th March.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.....WEDNESDAY, 7th April.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 28th April.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 9 months, \$100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddis Street.

Hongkong, 17th February, 1897.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND OTHER CONNECTING STEAMERS.